



Agenda Item 6.2
September 8, 2008
Handout

MEMORANDUM

TO: Dennis Fay
Alameda County Congestion Management Agency

FROM: Jim Copeland, John Young, and Emily Bacque
CJ Strategies

DATE: September 4, 2008

RE: Surface Transportation Reauthorization

As we look toward the next transportation reauthorization bill, we have prepared a chart tracking the various proposals and policy principles presented by Congress, the current Administration and the two presidential candidates. These proposals and principles and the California Consensus plan are placed side by side in order to see how the proposals will align with our state and ultimately our local priorities and needs. We will continue to update the chart as the process evolves.

House and Senate

The House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee have held several hearings since January to form a record for the next reauthorization bill. There are no formal proposals or legislative drafts from either the House or the Senate at this time. Chairwoman Boxer held two field hearings in September in Los Angeles (Sept 3rd) and Sacramento (Sept 4th). The House subcommittee on Coast Guard and Maritime Transportation held a field hearing in Long Beach on August 4th regarding Port Development and the Environment at the Ports of Los Angeles and Long Beach. During this hearing, issues such as container fees, regional development, rail grade crossings and a sustainable national goods movement policy were discussed. Ideas and proposals from these hearings will likely find their way into the reauthorization proposals next Congress. In addition, the Senate Banking Committee will hold a hearing on September 9th *Strengthening the Ability of Public Transportation to Reduce Our Dependence on Foreign Oil* which will focus on the immediate and long term capital needs of transit as it pertains to energy efficiency.

As for timing, Chairman Oberstar has said he would like to release a draft bill this fall, but more than likely that will slip until after the election and probably until after the first of the year. The Senate has not set a timetable for introducing a bill. We anticipate that a new administration will seek input causing further delay to Congress' work on the

reauthorization bill.

McCain and Obama

Unfortunately, neither presidential candidate considers transportation a top tier issue. Senator Obama has put together a comprehensive approach and appears willing to make an investment in infrastructure. The Republican platform pledges a business-like, cost-effective approach for infrastructure spending which would be mindful of the special needs of both rural and urban communities. Senator McCain does not have transportation listed as an issue in his platform papers. Additionally, Senator McCain voted against SAFETEA-LU in 2005 citing his opposition to earmarks. Transportation and Infrastructure Committee Ranking Member, John Mica (R-FL) plans to highlight the need for infrastructure funding when he takes Senator McCain on a tour of the I-35 Bridge in Minneapolis during the Republican Convention. The Ranking Member has said that he will work with a McCain Administration in crafting a reauthorization bill.

Bush Administration's Proposal

The Administration released the “**Transportation Infrastructure Reform Act**” (TIRA) FY 2010 – 2015 Surface Transportation Reform Proposal in July. Not much attention is being paid to this proposal since this administration will leave office before serious drafts are written. There is no funding attached to the proposal and many on the Hill view it as a thinly veiled attempt by the administration to again advocate for more Public/Private Partnerships (P3s). While the administration's continued focus on P3s is not surprising, some Transportation and Infrastructure Committee members on both sides of the aisle support including a targeted approach for P3s, tolling and enhanced bonding authority in a comprehensive bill.

CA Consensus	Bush Administration	House T&I	Senate EPW	McCain	Obama
<i>Ensure financial integrity of Highway and Transit Trust Funds</i>	Is not in favor of the gas tax as a sustainable funding mechanism. Would like to see more P3s and broader “experimentation” with new technologies in the next bill. Also, more direct tolling.	This is a priority, but specific proposals have not been offered. Chairman Oberstar has said “everything is on the table.”	Chairwoman Boxer is committed to sustainable funding. However, the committee is grappling with how to reconcile the contradiction between how we fund the trust fund with the goal of reducing vehicle miles traveled (VMT).	Proposed a “gas tax holiday” while on the campaign trail. Would more than likely follow in the footsteps of the current Administration in objecting to any kind of gas tax increase.	Was adamantly against the “gas tax holiday” on the campaign trail. Understands the fundamental structure of the federal transportation program.
<i>Rebuild and maintain infrastructure in a good state of repair</i>	Generally views this as a state responsibility.	Will be a priority given that the I-35 bridge	Is a priority, but no specific proposal has been put forward.	Has stated that we need to preserve our highways and transit built over	Create a National Infrastructure Reinvestment Bank to

		collapsed in the Chairman's home state. How the bill will be funded will continue to dictate much of the policy.		the last century so they can serve generations to come, but no specific proposal.	expand and enhance current federal transportation programs. The Bank would receive an infusion of federal money, \$60 billion over 10 years, to provide financing to transportation infrastructure projects across the nation.
<i>Establish goods movement as a national economic priority</i>	Provides discretionary grant funding to support multi-state corridor projects, bottleneck projects, projects of national or regional significance, and innovative metropolitan responses to urban congestion.	No proposal yet. Subcommittee Chairman DeFazio is chair of the Goods Movement caucus and has said freight will be a priority in the House bill.	Senator Boxer has already stated goods movement will be a top priority in the bill she writes.	States the need to improve system's performance and capacity to move freight.	Supports using a national high speed rail network to help move freight.
<i>Enhance mobility through congestion relief within and between metropolitan areas</i>	Proposed a Metropolitan Mobility program where metropolitan regions with more than 500,000 people would be eligible for funding. Would provide regions and states more flexibility to fund priority projects.	No proposal	No proposal	Supports increasing capacity to address congestion and ensure mobility across both rural and urban areas.	Strengthen metropolitan planning to cut down traffic congestion invest more in public transportation. Supports investing in a national high speed rail network for passenger and freight.
<i>Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access</i>	Proposed consolidating safety programs, but no specific proposal on rural roads.	Have held hearings on highway safety, but have not put forth a proposal.	No proposal	Safeguarding our transportation infrastructure is critical to our homeland security. An integrated, flexible system —	Safe guard mass transit from terrorist attacks and protect the infrastructure from acts of terrorism.

				developed and sustained in partnership between state and local governments and the federal government — must also share responsibilities with the private sector.	
<i>Strengthen comprehensive environmental stewardship</i>	Proposed a mitigation based alternative to the Environmental Decision Making process to head off on going law suits	No proposal	Senator Boxer has already stated air quality will be a top priority in the bill she writes	Committed to minimizing transportation's impact on climate change. Careful reforms of environmental reviews and the permitting process should speed projects to completion.	Re-evaluate the transportation funding process to ensure that smart growth considerations are taken into account. Will also re-commit federal resources to public mass transportation projects across the country.
<i>Streamline Project Delivery</i>	Enhance the participation of P3s and reduce earmarks as well as incorporate mitigation approach in moving projects forward to avoid lengthy and costly court battles	No proposal	No proposal	No proposal	No proposal